Contracts for running luxury tourisi trains

2587. SHRI VIREN J. SHAH:
SHRI PRAMOD MAHAJAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Ministry of Railways have awarded contracts to private operators for running luxury tourist trains on some identified circuits;

(b) if so, what are the facts and the necessary details in this regard;

(c) what are the details of the ground and other infrastructural facilities proposed to be provided by the Railways to these private operators and on what terms and conditions;

(d) whether contract for palace-on-wheels type train has been awarded to the highest bidder, if not, what are the reasons therefor;

(e) what are the details of the bidder to whom the said contract has been awarded; and

(f) to what extent Government would gain or lose by not awarding the contract to the highest bidder?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (f) Global bids were invited by the Ministry of Railways in May 1994 for ownership, marketing and management of Palace-on-wheels type Tourist Train Services on popular tourist circuits to provide transport infrastructural support for the National Tourism Synergy Programme of the Department of Tourism to attract five million tourists by 1997-98. On a scrutiny of the 23 bids received, it has been decided to awarded contracts for 5 Tourist Trains on four circuits to the following parties:

Circuit	*Name of the Party*
(1) Delhi-Jaipur-Agra-Gwalior-Jhansi (Khajuraho)-Varanasai-Lucknow-Delhi	(1) M/s. Sterling Holiday Resorts India Pvt. Ltd. Madras.
(2) Bombay-Aurangabad (Ajanta/Ellora)-Nanded-Secunderabad-Hyderabad-Pune-Bombay	(2) M/s. S.S. Patil, Secunderabad.
(3) Goa (Madgaon)-Mangalore-Mysore (Belur/Halebid)-Hospet (Hampi)-Bangalore-Goa (Madgaon)	(3) M/s. East West Travels & Trade Links Ltd. New Delhi.
(4) Bangalore-Mysore-Madras-Kodaikanal Road-Kanyakumari-Trivandrum-Cochin-Mettupalayam (Ooty)-Bangalore	(4) M/s. Sterling Holiday Resorts India Pvt. Ltd. Madras. and (5) M/s. L.S. Patil, Secunderabad.

Indian Railways will operate and maintain the tourist trains and provide all ground facilities such as track, signalling, station premises, locomotive, communication etc. The tourist train operator will be responsible for catering on board-ground, entertainment on board/ground, sight seeing, etc.

The bids were evaluated in accordance with the criteria prescribed in the Bid Documents *i.e.* financial capability, experience in the fields of hotel industry, travel trade etc. and percentage share of offer subject to a minimum of 15% of the Gross Turnover. Keeping in view the financial interest of the Railways, only those bids were accepted which fulfilled the above criteria.

Review of the privatisation scheme af Railways

2588. SHRI VIREN J. SHAH:
SHRI PRAMOD MAHAJAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have made any review of the Railways Scheme for

privatisation and if so, what are the details thereof;

(b) what effective steps Government have taken for modernisation of the Railway system in the country and what arc the details of such scheme;

(c) how much expenditure has been incurred so far on each of these schemes; and

(d) how many of such schemes are being implemented with the help of private sector and what are the details thereof and the expenditure involved/ incurred in each of them?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) A statement is attached. (See *below)*

(b) and (c) Modernisation of Railway system is being continuously undertaken within the available resources through annual plans. Electrification of dense routes, introduction of modern rolling, stock e.g. 3-ticr air conditioned sleeper coach, high horse power locomotives, panel operated signalling system, optic fibre based communication system and increased usage of welded rails and concratc sleepers are some of the steps in this direction. Since this is a continuous process, it is difficult to specify the expenditure that has been incurred so far, assigned to modernisation.

(d) Docs not arise.

(a) Review of privatisation scheme is an ongoing process. Different schemes for privatisation have been reviewed over the period. They arc:

fi) Catering: Earlier it was envisaged that all the catering establishments would be privatised. However, on the basis of review, it was decided that only new catering establishments would be offered to private sector, while *status quo* would be maintained on the existing departmental catering units.

(ii) *Own Your Wagon Scheme:* The scheme was revised in February, 1994, incorporating following changes:

—Scheme extended to teasing companies also.

—Service charges inclusive of design loan and inspection charges reduced to 3%.

—Design loan and inspection charges have been reduced to 1.5% in case of direct procurement by the party from approved builders.

—Lessors can own any number of wagons.

—lease-charges payable to lessor have been enhanced from 14.5% to 16% for- the primary period of 10 years followed by one per cent annual charge for the next 10 years.

—The lessor will have guaranteed clearance of mutually agreed specified quantum/tonnage of the specific commodity/product during a specified period.

—In case the shortfall is not made good, the Indian Railways will reimburse the lessor a penaty to Rs. 4 per tonne in addition to the lease charges.

(iii) Beautification of Railway Stations: With the objective of better beautification/maintenance and increasing revenue from commercial advertisements, Zonal Railways have introduced a scheme whereby they enter into a contract with the interested advertisers who are given the sole rights for accepting a prescribed number of commercial advertisements at the specified places and *in lieu* thereof undertake beautification/maintenance of the railway premises besides paying a lumpsum annual fee. At present, this

scheme has been introduced at 19 stations. The increase in earnings from this scheme is approximately Rs. 32 lakhs per annum, besides a saving of approximately Rs. 66.47 lakhs is expected in expenditure on maintenance.

Railways' requirement of Slack Adjusters and Air-Brake Systems

2589. SHRI ASHOK MITRA: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of Slack Adjusters and Air-brake Systems estimated to be required by our Railways over the period 1994-95 to 1999-2000;

(b) whether orders have been placed abroad to meet these requirements; and

(c) whether the possibility of obtaining such Slack Adjusters and Air-brake Systems from Bharat Brakes and Valves Limited has been fully explored?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) These items are procured on a year to year basis and the quantum is need based. Therefore, the estimates for period beyond 1994-95 cannot be computed at this stage. The estimated requirement for 1994-95 is 24864 Nos. of Slack Adjusters and 7072 Nos. of air brake systems. The approximate annual requirement may be expected to be in the range of about 25000 slack adjusters and 7000 air brake systems.

(b) No. Sir.

(c) Yes, Sir. Bharat Brakes and Valves Limited arc regular suppliers of slack adjusters for wagons. However, for air brake systems for wagons and coaches, the firm is yet to develop acceptable prototypes.

Discontinuation of trains in Punjab

2590. SHRI BHUPINDER SINGH MANN: Will the Minister of RAILWAYS be pleased to state:

(a) how many trains were discontinued in Punjab during disturbances in the State, with details of them;

(b) how many of them were resumed after the disturbances were over, with details in this regard;

(c) the reasons for not continuing/ starting the train running from Pathankot to Kalka *via* Amritsar, Chandigarh; and

(d) by when this train will be started?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b) Out of 35 trains cancelled due to law and order problems in Punjab area, 21 trains have already been restored. The details are as under:—

S.No.	Train No.
1.	3LF/4LF Passenger
2.	8JF/5JF Passenger
3.	1JH/2JH Passenger
4.	1JJ/4JJ/6JJ Passenger.
5.	1ABP/6ABP Passenger
6.	3ABQ/4ABQ Passenger
7.	1UN/2UN Passenger
8.	5LJ/6LJ Passenger
9.	345/346 Passenger
10.	2 JNF Passenger
11.	5 LL Passenger
12.	1APJ/2APJ Passenger
13.	1ABQ/2ABQ Passenger
14.	7FF/8FF Passenger
15.	9JH/10JH Passenger
16.	1RJ/2RJ Passenger
17.	5SHB/6SHB Passenger
18.	1 NJ Passenger
19.	1 JNL Passenger

Trains mentioned at S.Nos. 1 to 11 have been restored.

(c) and (d) Presumably the reference is to the erstwhile 35/36 Amritsar-Kalka Shimla Mail which had been cancelled permanently due to poor^patronisation and it is not proposed to restore this train.